Gartner Lee Limited

February 27, 2007

Harvey Klatt
Sabina Silver Corporation
401-1113 Jade Court
Thunder Bay, Ontario
P7B 6M7

Dear Mr. Klatt:

Re: 60606 – Preliminary Assessment of the Road Route options from Hackett River Camp to the BIPAR Road.

As per the request of Sabina Resources Ltd., Gartner Lee Limited (GLL) carried out a preliminary assessment of the possible road routes from the Hackett River Camp to the proposed BIPAR Road on August 15th to August 18th, 2006. Road route assessments and general observations were conducted by Deborah Flemming of Gartner Lee out of our Yellowknife, NWT office, and Kirk Keller. The purpose of this report is to review the three road route options presented here and review them with respect to constructability potential, environmental impacts and road stability.

1.0 Background

The Hackett River property is an advanced-stage base and precious metal property located in the Kitikmeot region of Nunavut at 66 degrees north and 108 degrees west, approximately 480 kilometers northeast of Yellowknife, NWT and 75 kilometers southwest of a potential deep water shipping port at Bathurst Inlet. The Hackett River project area is situated in two watersheds; Hackett River and Mara River. Both rivers are tributaries of the Burnside River.

The BIPAR project encompasses a shipping port within Bathurst Inlet and a 211 km winter road that connects the port to various mining properties in Nunavut. The proposed routing of the BIPAR Road passes within 20 km of the Hackett River mineral property.

2.0 Methodology

GLL visited the property between August 15th and August 18th 2006 to conduct the road assessment from the Hackett River camp to the proposed BIPAR route. After an initial flight reconnaissance, three proposed routes from the Hackett River Camp to the BIPAR road were selected for further analysis: an eastern option and two southern options (Figure 1). All proposed routes were flown by helicopter. Frequent landings at various locations along the proposed routes

were made to inspect stream crossings and assess any difficult terrain for road building (see Appendix A for photos).

3.0 Results

The results of the proposed road routes from Hackett River to the BIPAR road are summarized in Table 1. The table lists the constructability potential, road stability, and environmental considerations for each of the three proposed routes.

Table 1: Constructability Potential, Road Stability and Environmental Considerations

	East Option	South Option 1	South Option 2
Constructability Potential	• Rocky, marshy terrain • Extensive blasting required • At least two stream crossings between 2- 8 m wide • A third crossing across the Hackett River requires a 50 m bridge • Route is 25.5 km in length	• Flat terrain, some marshy areas • Three river crossings between 2- 8 m • Near potential airstrip location • Route is 25.8 km in length	• Flat, dry terrain • Three stream crossings between 2- 8 m • Connects to potential quarry site (Figure1) • Near potential airstrip location (Figure 1) • Route is 23.5 km in length
Road Stability	• Proposed route is located in valley bottoms; chance of flooding or road washout during spring snowmelt	• Proposed route is partially located in valley bottoms; chance of flooding or road washout during spring snowmelt	• Proposed route primarily follows the apex of valleys; less likely to be affected by spring snowmelt conditions
Environmental Considerations	• All stream crossings subject to fisheries and environmental assessments. • Environmental assessment work including wildlife, archaeological, hydrological, aquatic resources, vegetation, soils and terrain would be required along proposed route. • More significant environmental assessment required at Hackett River crossing.	• All stream crossings subject to fisheries and environmental assessments. • Environmental assessment work including wildlife, archaeological, hydrological, aquatic resources, vegetation, soils and terrain would be required along proposed route.	• All stream crossings subject to fisheries and environmental assessments. • Environmental assessment work including wildlife, archaeological, hydrological, aquatic resources, vegetation, soils and terrain would be required along proposed route.

It is important to note that during the field visit in August, it was observed that certain potential stream crossings were dry at time of visit. Further investigation is needed to determine the volume of flow these stream channels receive flow during spring snow melt before a concise estimate of the construction costs can be made.

Constructing a road along the East Option would be fairly difficult due to the rough terrain, the marshy areas, and construction of a large bridge that would be required to cross the Hackett River. In contrast, both South Options 1 and 2 would be more economical by having smaller streams to cross and smoother terrain. The most economical option would be South Option 2, since it was observed that this proposed route is the shortest of all routes, is primarily located in dry areas and would cross only small streams. In addition, South Option 2 is in close proximity to a suitable area for an airstrip and quarry for road building material (Figure 1).

The primary road stability issue with all proposed routes is the possibility of washouts during the spring snowmelt and poor visibility in winter due to high winds and drifting snow. In regards to safety concerns, its imperative that a reliable means of communication between drivers and camp personnel are provided to avoid drivers and equipment becoming stranded. Due to their proximity to low lying areas, the East Option and South Option 1 have a higher chance of washouts than South Option 2.

In regards to environmental considerations, all routes should be subject to detailed environmental assessment including wildlife, fisheries, hydrological, archaeological, aquatic resources, vegetation, soils, and terrain to determine any impact these routes might cause. With respect to wildlife this would include impacts to migration patterns, abundance of edible flora and general habitat use for various arctic fauna (caribou, wolves, bear, wolverine, arctic nesting birds, musk-ox, etc.). Stream crossings would be require detailed hydrologic study to understand timing of peak, and low flow events. The soil and terrain along the proposed route would require in depth analyzes for erosion potential during and after road construction. All stream crossings would also be subject to fisheries studies to determine the type of fish species present and the type of in-stream fish habitat that might be impacted by road construction of each proposed crossing. Costs for conducting the environmental assessment for the proposed routes would likely be lower for Southern option 2 as it crosses smaller streams (less environmental investigation overall) than the other proposed routes. Socio-economic assessment work would need to be carried out for any route selected.

4.0 Recommendations

Based on the above preliminary assessment of constructability potential, road stability, and environmental considerations; the South Option 2 is recommended as the preferred option to

connect to the proposed BIPAR road. Additional work should be carried out to assess the proposed routes in details and provide for optimization route alignments.

I trust that this preliminary route options from the Hackett River Camp to the BIPAR route meets your current needs. If you have any questions, or if we can be of further assistance, please do not hesitate to contact me at (867) 633-6474 ext. 40.

Yours very truly,
GARTNER LEE LIMITED

Chad Davey, M.Sc.
Environmental Scientist

Appendix A – Photo Log

East Option

Hackett River camp

Potential Airstrip

Potential Quarry Area

South Option 1

South Option 2

BIPAR ROAD

Camp Lake

Joe Lake

Hood Lake

Hacket River

Cigar Lake

620000 623000 626000 629000 632000 635000 638000 641000

7315000 7312000 7309000 7306000 7303000 7300000 7297000 7294000 7291000 7288000

Physical Features
- Esker
- Rapids or Falls
- Watercourse
- Waterbody
- Wetland

Elevation Features
- Index Contour
- Intermediate Contour

Route options
- South option 1 and 2
- South option 1
- South option 2
- East option
- BIPAR
- ★ Hackett River camp

Hackett River Camp Road Options

0 0.7 1.4 2.1 2.8 km

1:90,000

N W E S

References:
DATA SOURCES AND DISCLAIMERS:National Topographic Database (NTDB) data compiled by Government of Canada, Natural Resources Canada (NRCan), at 1:250 000 scale.

Projection: UTM Zone 12 NAD 83
Created by: EG
Reviewed by: CD
Date: October 6, 2006
File Name: S:GIS_proj/Y2006/P60606/mxd/road_option.mxd

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Figure 1

- PHOTOGRAPHS -

PHOTOGRAPH 1

South Option 1 Route looking west

PHOTOGRAPH 2

South Option 2 Route looking South

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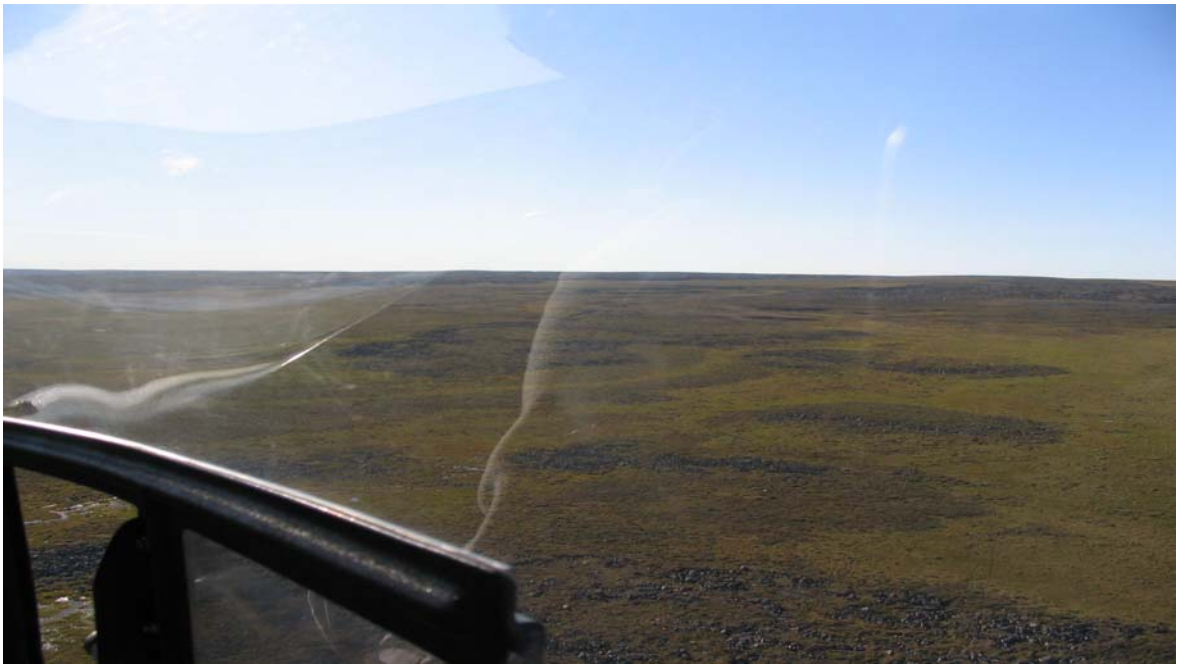
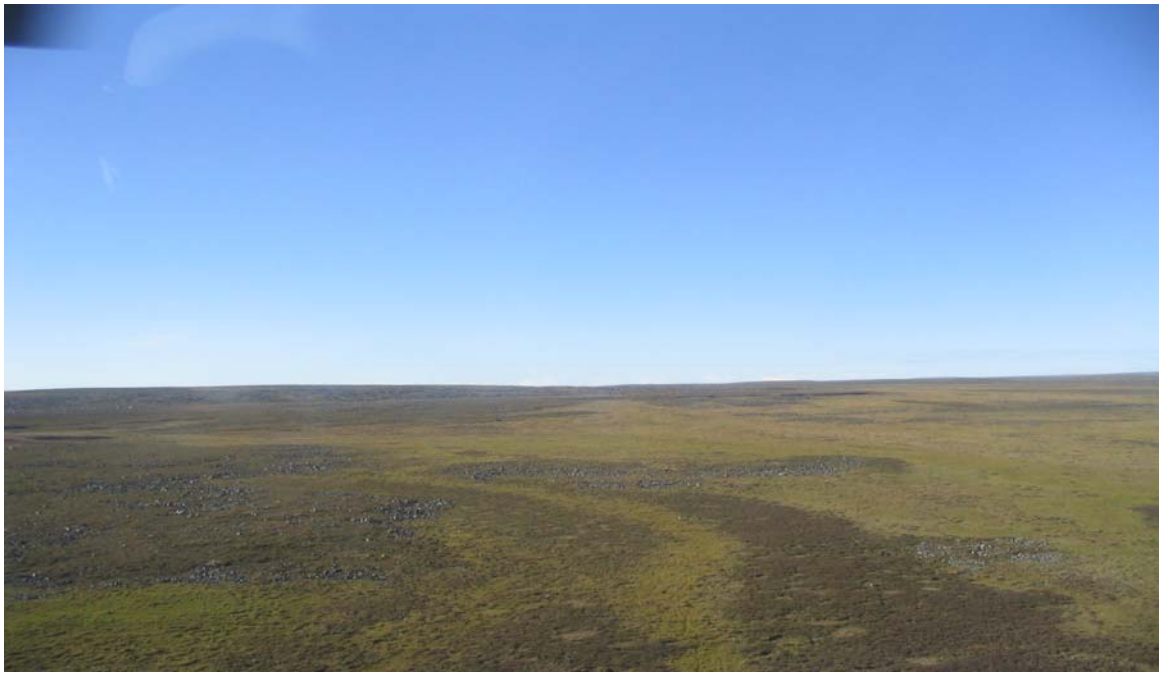
PHOTOGRAPH 3



South Option 2 Route

PHOTOGRAPH 4



South Option 2 Route

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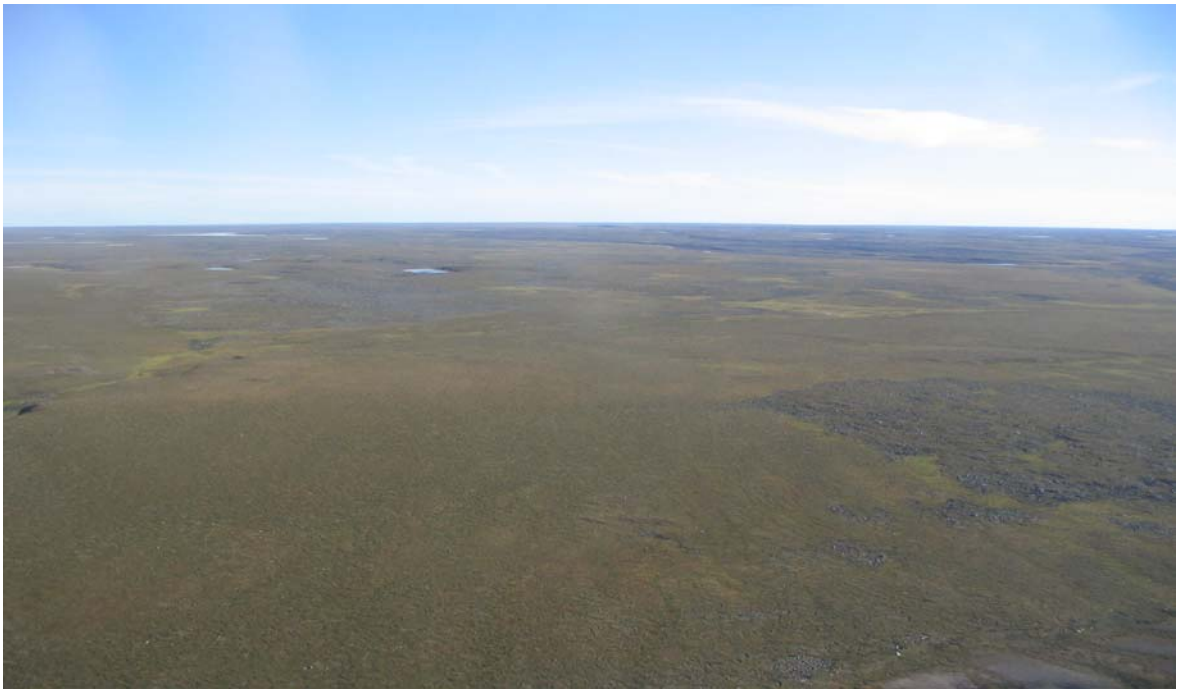
PHOTOGRAPH 5

South Option 2 Route

PHOTOGRAPH 6



South Option 2 Route looking south from airstrip and stream crossing.

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PHOTOGRAPH 7

Hackett River Camp and dock from the helipad

PHOTOGRAPH 8

Looking NE from helipad. The road would potential start here.

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PHOTOGRAPH 9

South Options 1 and 2 major crossing

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PHOTOGRAPH 10

South Options 1 and 2 major crossing from mid-airstrip.

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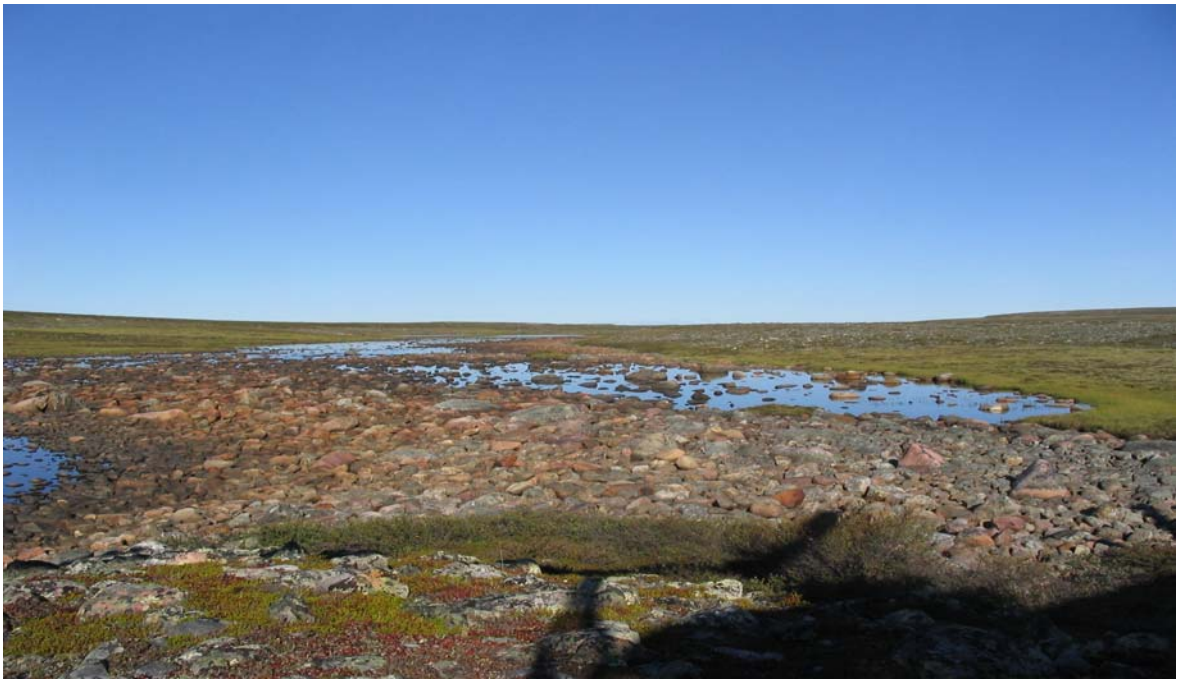
PHOTOGRAPH 11

South Options 1 and 2 looking from the SE.

PHOTOGRAPH 12



South Options 1 and 2 major crossing looking east from large gravel bar.

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PHOTOGRAPH 13

South Options 1 and 2 major crossing looking east from large gravel bar.

PHOTOGRAPH 14

South Options 1 and 2 major crossing looking north.

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PHOTOGRAPH 15

South Options 1 and 2 major crossing looking east.

PHOTOGRAPH 16

South Options 1 and 2 major crossing north bank.

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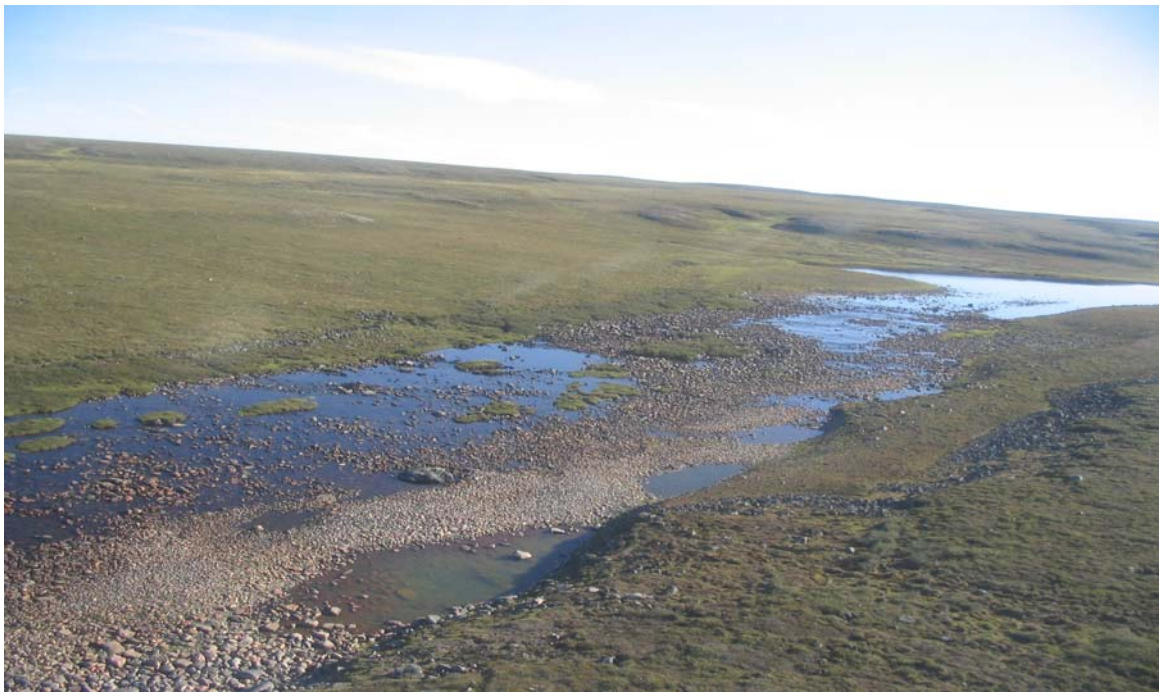
PHOTOGRAPH 17

South Options 1 and 2 south bank, mid-airstrip.

PHOTOGRAPH 18



South Options 1 and 2 major crossing looking east.

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PHOTOGRAPH 19

South Options 1 and 2 major crossing looking east.

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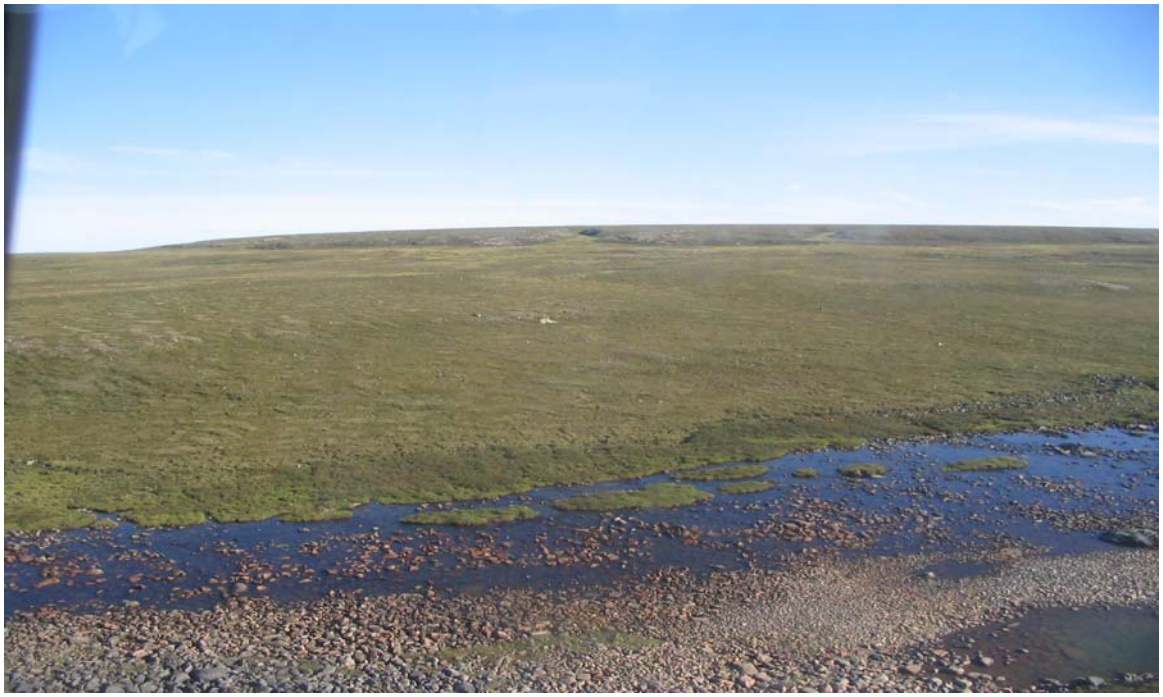
PHOTOGRAPH 20

South Options 1 and 2 major crossing looking south.

PHOTOGRAPH 21



South Options 1 and 2 major crossing looking south.

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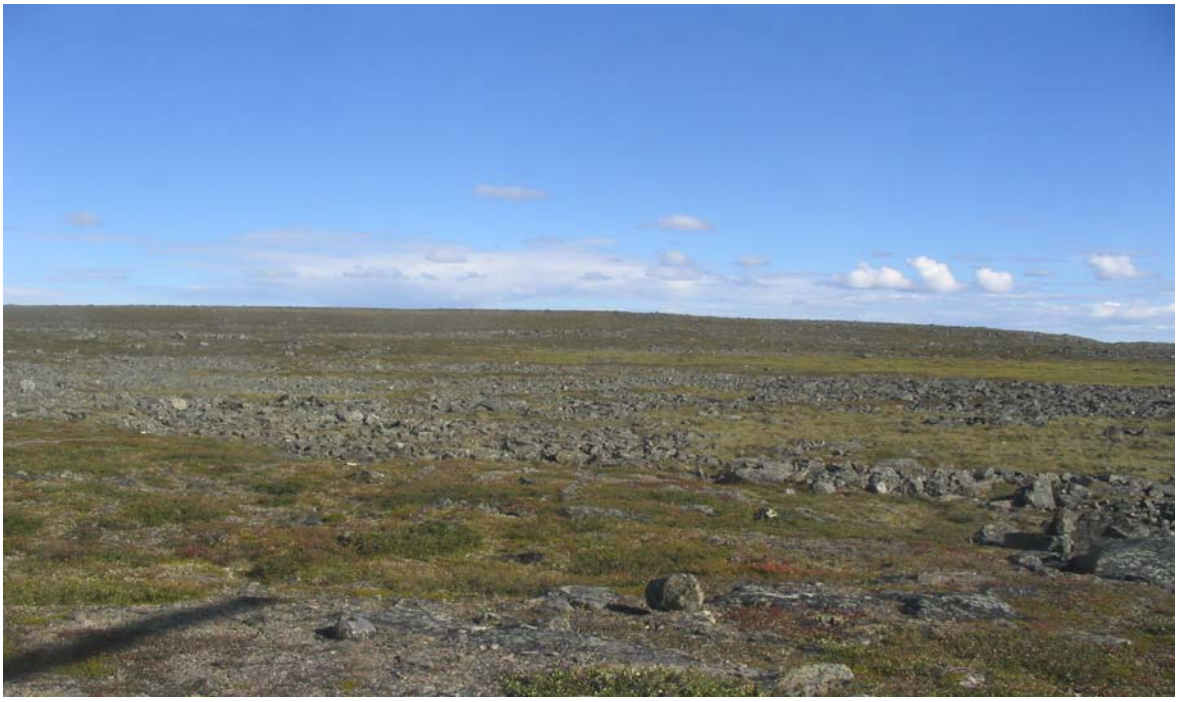
PHOTOGRAPH 22

South Option 1 Route crossing at BIPAR.

PHOTOGRAPH 23



South Option 2 Route meets BIPAR, looking NE along BIPAR route.

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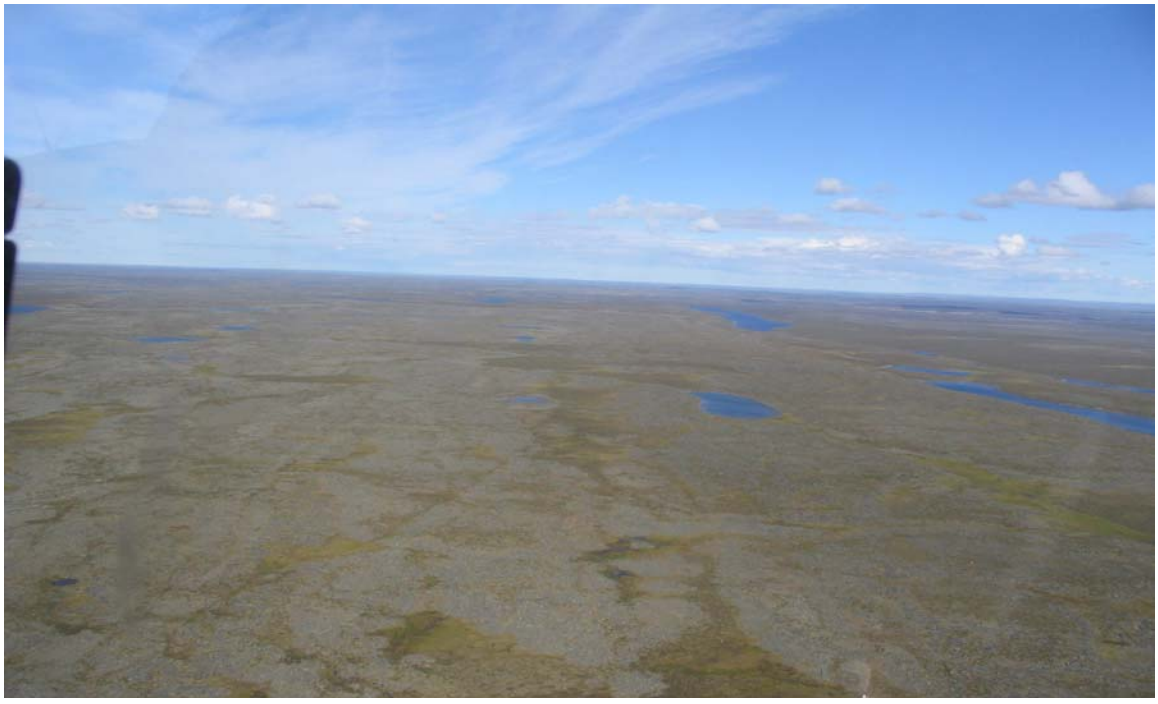
PHOTOGRAPH 24

South Option 2 Route looking N along route.

PHOTOGRAPH 25



South Option 1 Route looking N along proposed route.

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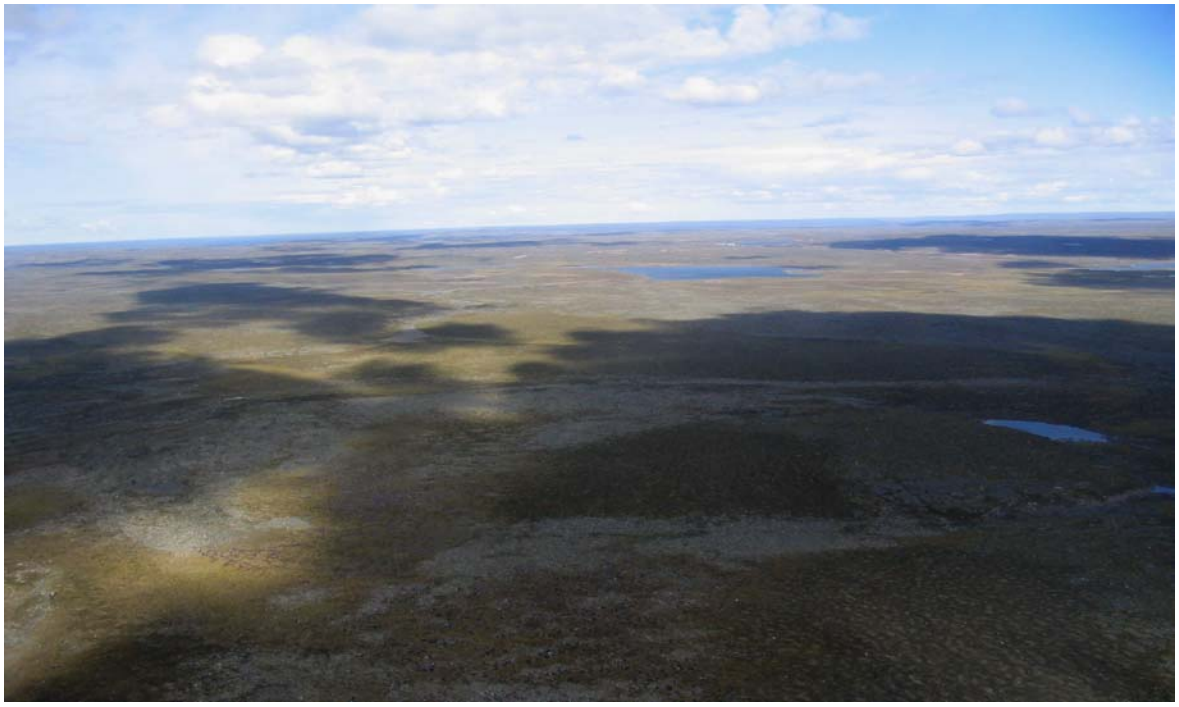
PHOTOGRAPH 26

Crossing along South Option 2 looking N to camp.

PHOTOGRAPH 27



South Option 2 Route possible area of drainage.

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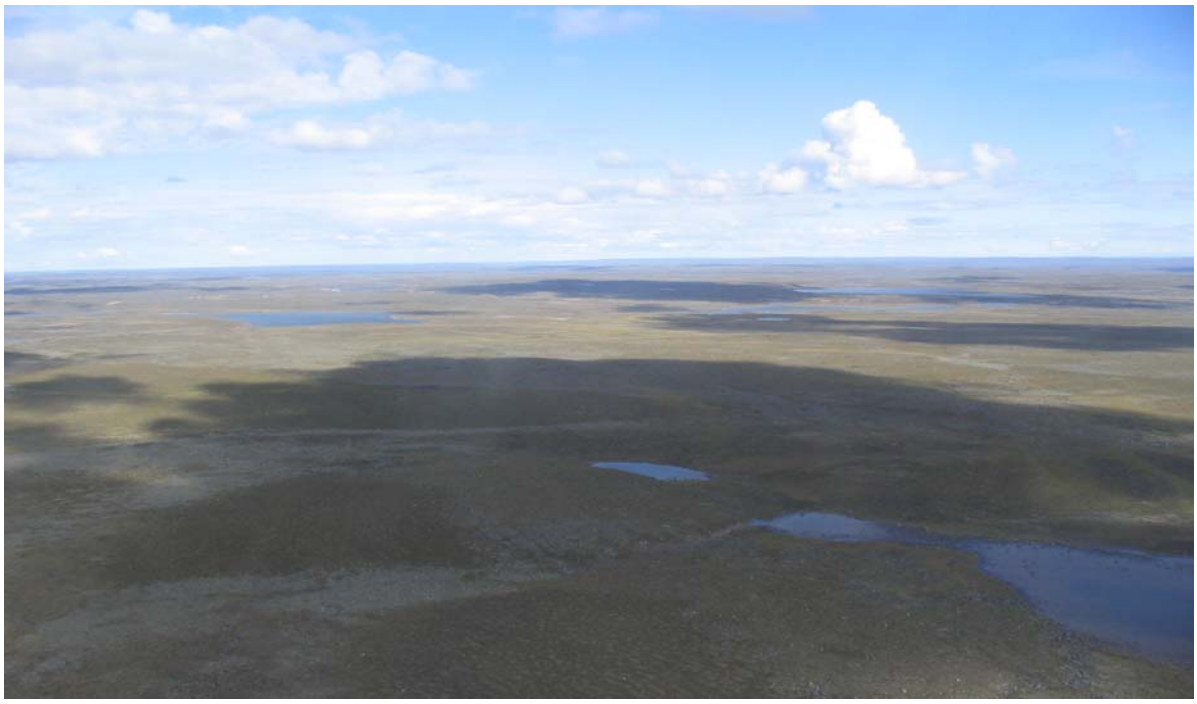
PHOTOGRAPH 28



South Option 2 Route looking NE along proposed route.

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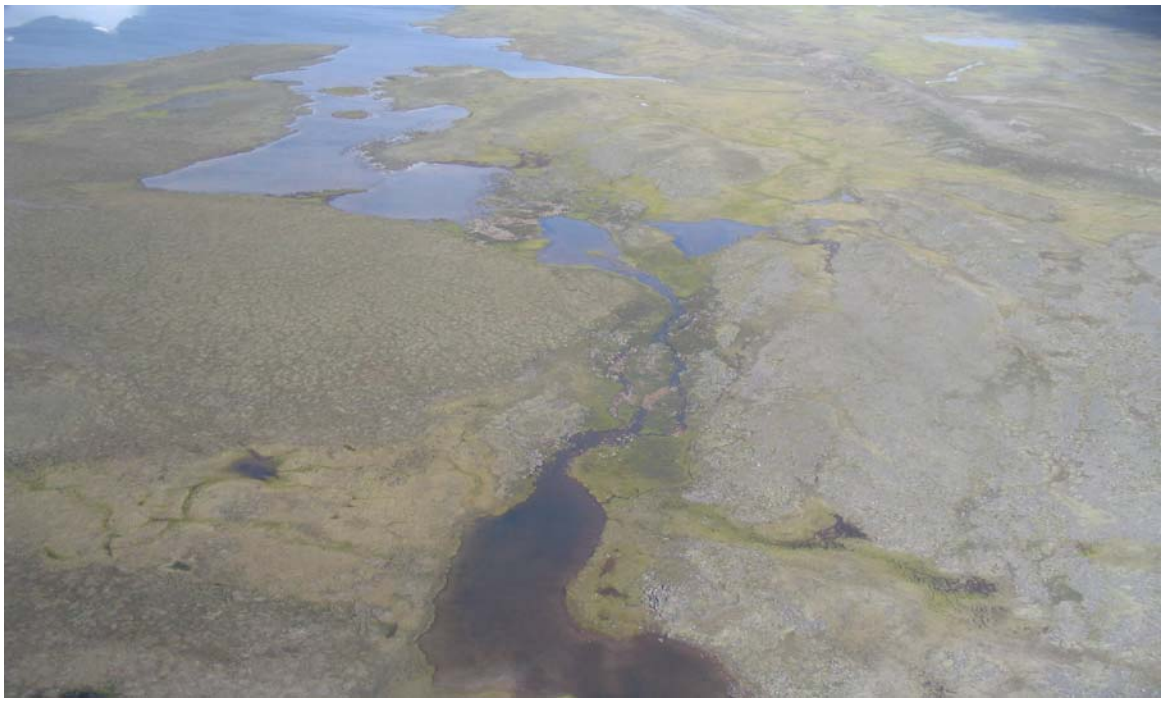
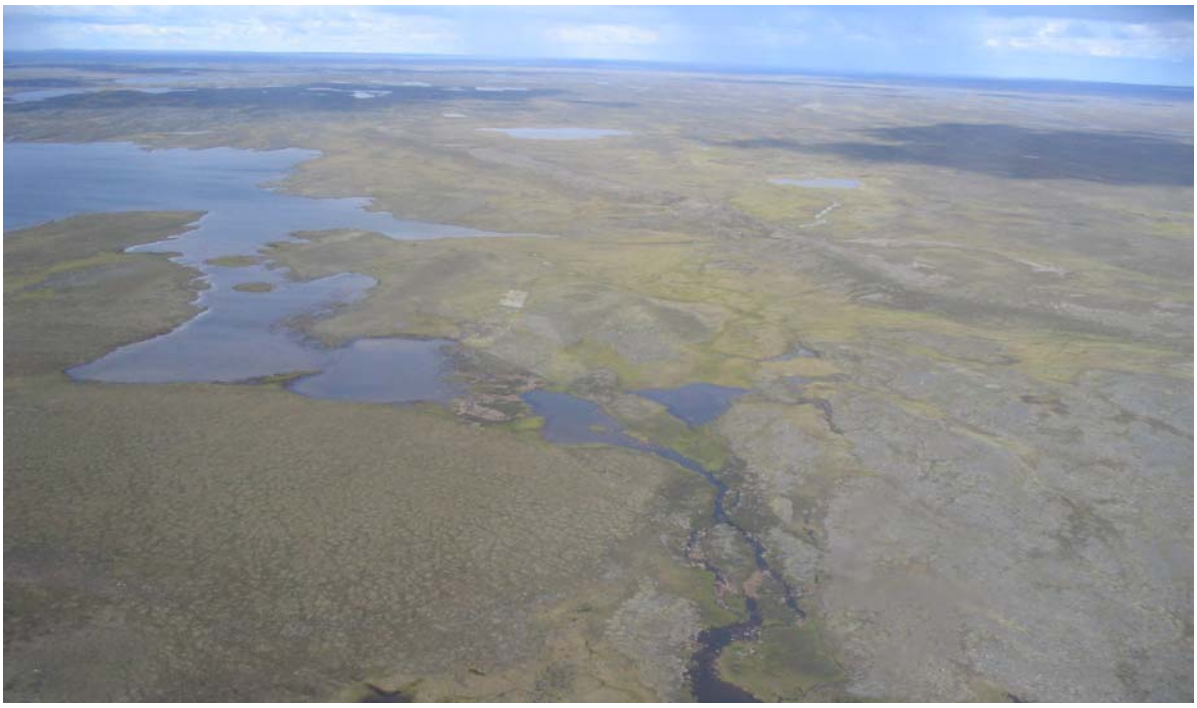
PHOTOGRAPH 29



East Option Route at water crossing near BIPAR connection.

PHOTOGRAPH 30



East Option route at water crossing looking N.